

## EXTENSION OF TIME DESIRED

Railways Plead With the Interstate Commerce Commission.

### NINE-HOUR LAW HARSHIP

PLENTY OF OPERATORS, ACCORDING TO PRES. PERHAM.

Washington, Feb. 27.—Operating officials of railways from all parts of the country today were in attendance upon the hearing given by the interstate commerce commission upon applications for an extension of time of going into effect of the nine-hour law.

Thirty-seven applications were received by the commission asking for the extension. Two of them already have been denied, those of the Georgia Southern & Florida railway and the St. Joseph & Grand Island railway, because, in the opinion of the commission, the petitions did not show what, in the terms of the act, would constitute "good cause" for granting the relief requested. The applications of the other thirty-five lines are being heard as one case, because the petitions are substantially identical. All of them assert that they have found it impossible to procure the services of competent, efficient and dependable telegraph operators in such numbers as will enable them to comply with the provisions of the law; and that, even if they could obtain the necessary operators, the enforced employment of so many additional men would be a financial hardship which the carriers ought not to be subjected to.

### Will Close Small Stations.

Nearly all of the petitions also indicate that, in the circumstances, if the law is enforced, the companies will be obliged to close many small stations on their lines, thus interfering with the service, causing an inconvenience to the traveling and shipping public and preventing the prompt movement of trains.

Among the roads which have filed applications for extension of the law are the Oregon Railroad & Navigation company, Oregon Short Line, Atchison, Topeka & Santa Fe, Southern Pacific and Union Pacific.

It is regarded as significant that, with the exception of the New York Central lines, none of the great eastern roads have made application for extension. In the northwest the Great Northern and the Northern Pacific are not represented among the applicants. It is assumed that the companies which have not applied have made arrangements to conform to the provisions of the law when it becomes effective on the 4th of March.

### Falling Off in Revenues.

In an opening statement in the commission, C. R. Gray of the St. Louis & San Francisco railroad, directed attention to what he termed the marvelous depression of the revenues of the railways which had taken place since the

first of last October, amounting in general to fully 20 per cent.

"In no way," said he, "had it been found possible to increase the operating expenses in view of this immense reduction of revenues. The carriers are likely to be involved in financial disaster if the reduction should continue. If we are subjected to such an increase of operating expenses as this law contemplates, we will have to ask an increase of rates subsequently to offset the increased charge."

"Is not the matter," inquired Chairman Knapp, "for legislative action, rather than for relief from this commission?"

### Congress Too Slow.

Mr. Gray responded that the railroads deemed it necessary to present the matter to congress, but delays in legislation were always unavoidable and relief was necessary immediately. He believed that under the law the commission might afford at least temporary relief.

Daniel Willard said that it would be necessary for his line (Burlington) to employ at least 25 additional men under the operation of the law. So far as the Burlington was concerned, it would withdraw its request for relief as to the employment of operators. Arrangements had been made by which the system could comply with the law by the closing of certain stations and by the transfer of operators. He said that if the business of the company were as great now as it was Oct. 1 last, this arrangement would not be practicable. Mr. Willard explained as to seventy-six stations on the Burlington, relief was asked of the commission.

"There is nothing in this law," said Chairman Knapp, "which contemplates the indefinite suspension or the abrogation of the law."

H. B. Perham, president of the Order of Railway Telegraphers, in a statement declared that there was no question about the ability of the railways to obtain the necessary number of operators required under the law; that he had knowledge of thousands of operators in all parts of the country who were now out of employment and who would be willing to accept positions on the railroads. These men, he said, were experienced railway telegraphers for the most part.

H. U. Mudge, second vice president of the Rock Island system, said that business had fallen off to such an extent in the past three months that while a year ago the road was experiencing a shortage of cars, it now had about 11,000 idle cars. He pointed out that under normal conditions the road would be seriously embarrassed by the enforcement of the law, but that under existing conditions it would not be able to comply with the new law.

### Remark of Chairman Knapp.

"You want us, then," said Chairman Knapp, "to make an order anticipatory of a return of prosperity?"

Mr. Mudge replied that the Rock Island and fortunately was in a position to pay its fixed charges, but it had hoped that the commission might see its way clear to grant a reasonable extension, because if prosperity should return to the country as suddenly as adversity had come, the system would be placed in a very serious predicament.

### CANNING COMPANIES COMBINE.

The Rocky Mountain Canning company and the Brigham City Canning company, both of Brigham City, have consolidated under the latter name and articles of incorporation for the consolidation were filed with the secretary of state yesterday. The capital stock is \$100,000 with shares at \$10 each. The officers are: Nels Jensen, president; I. N. Pierce, vice president; John L. Pierce, secretary and treasurer.

### REAL ESTATE TRANSFERS.

Daniel Connelly et al. to Vernon B. Cutler, lots 36, etc., block 3, Belmont subdivision ..... \$2,450

William Devine et al. to P. C. Kittie, lots 2, etc., block 16, plat A, 1,000

Joseph Nelson to F. J. Hagenbarth, lots 2, etc., block 8, plat F, 6,000

Isaac G. Quinn to Josephine Crumman, part of lot 1, block 150, plat A, 1

Rebecca O. Smith et al. to J. M. Anderson, lots 18, etc., block 1, Crescent Beach ..... 570

Addison Cain to Fred Wanless, lots 10, etc., block 2, South Main street addition ..... 425

Henry C. Hoffman to R. E. Drakenfeld, lots 16 and 17, block 3, South Columbia subdivision ..... 5

De Witt B. Lowe to John A. Earis, part of lot 5, block 63, plat B, 9,000

Mary A. C. Lambert to Robert E. Jones, part of section 28, township 1 south, range 2 west ..... 3,000

## STATEMENTS OF ALIO CONFLICT

Assassin Now Claims Killing of Father Leo Was an Accident.

### HOST BURNED HIS TONGUE

DREW HIS GUN AND FIRED AT OBJECT IN PRIEST'S HAND.

Denver, Feb. 27.—The first step in the legal proceedings which, it is believed, will speedily send Giuseppe Alio to the gallows for the murder of Father Leo, was taken today in the West Side court, when Alio was formally arraigned on the charge of murder. Through an interpreter Alio was asked if he expected to secure a lawyer to defend him, and replied that he expected the Italian consul would attend to that. He was told that this was improbable, and was asked if he did not want the court to appoint counsel.

"If that is the law, yes," he replied.

Robert H. Widdicombe was then appointed as counsel for the defense, and Peter Bossie as interpreter for the trial.

### Will Plead Saturday.

Alio will plead to the charge of murder on Saturday, and at that time a date will be set for his trial.

Prior to his arraignment Alio was measured by Bertillon Superintendent Sanders.

The prisoner gave his name as Giuseppe Alio and his age as 50 years. His height was 5 feet 6 1/4 inches; his build medium, his eyes light gray and his weight 122 pounds. He declared he was of Italian birth and that his trade is that of a shoemaker.

On the right side of his forehead is a huge scar, which he received in falling on the church step in trying to make his escape after shooting Father Leo.

While incarcerated in jail at Colorado Springs, and prior to his removal from Denver to that city, Alio made several conflicting statements as to his reasons for killing Father Leo. When told by the interpreter, who was with him almost constantly, that he would have to sign his statement, he retracted much of his former confession, and claimed that the killing of Father Leo was an accident. In his final signed statement, which will be used at his trial, Alio declares that he left Italy in 1905 and went to Argentine Republic in the hope of bettering his condition.

"In Rosario," he said, "I learned from friends that I was wanted in Italy for starting a riot against a traveling evangelist and preaching the

cause of the Protestant church, all of which was brought about by the Catholic priests in my absence. Fearing to return to my native land and family, I sailed for New York on money furnished by my countrymen in Rosario." Alio said that he had attended services in St. Elizabeth's church in Denver since the last day in June.

### Killing of Father Leo.

The murder of Father Leo he explained as follows:

"When the others went forward to receive the host of communion, I also rose and went forward.

"Finally it came my turn to receive the host. The priest placed it in my mouth. It burned my tongue. I, thinking that he meant to do me some harm, immediately drew my gun, which I concealed in my trousers on the right side.

"I drew it with my left hand and fired, not at the priest, but at the object held in his hand.

"Then I turned and ran toward the entrance, waving the gun in the air to keep the people from hurting me. I arrived at the door, when somebody tripped me and I fell to the floor, where I was placed under arrest.

"I carried the revolver because I had been insulted by some of my countrymen, who were talking against the Catholic church and preaching the doctrine of 'Down with the priests.'"

### Body of Priest En Route.

Omaha, Feb. 27.—The body of Father Leo Heinrichs, the priest killed in Denver by an anarchist, passed through Omaha this morning en route to Paterson, N. J., for burial. The body was accompanied by Father Eusebius of Denver, and was met at the station here by several Omaha members of the Franciscan order, and by priests from Fort Madison, Ia., who will accompany the funeral party to Paterson.

Those in charge will telegraph members of the order in different cities through which the route leads, giving time of arrival of the train, and delegates are expected at all large stations en route.

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